

# WASHINGTON AVENUE

Hennepin Avenue to I-35W



## A Design Concept for Washington Avenue *Hennepin Avenue to I-35W*

Minneapolis T & PW Committee  
February 11, 2014



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City of Lakes



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and Associates, Inc.



# WASHINGTON AVENUE

Hennepin Avenue to I-35W



## Scope of Project

- Public engagement
- Develop guiding design principles
- Conceptual design for Washington Avenue from Hennepin Avenue to I-35W
- Preliminary layout for Washington Avenue from Hennepin Avenue to 5<sup>th</sup> Avenue South

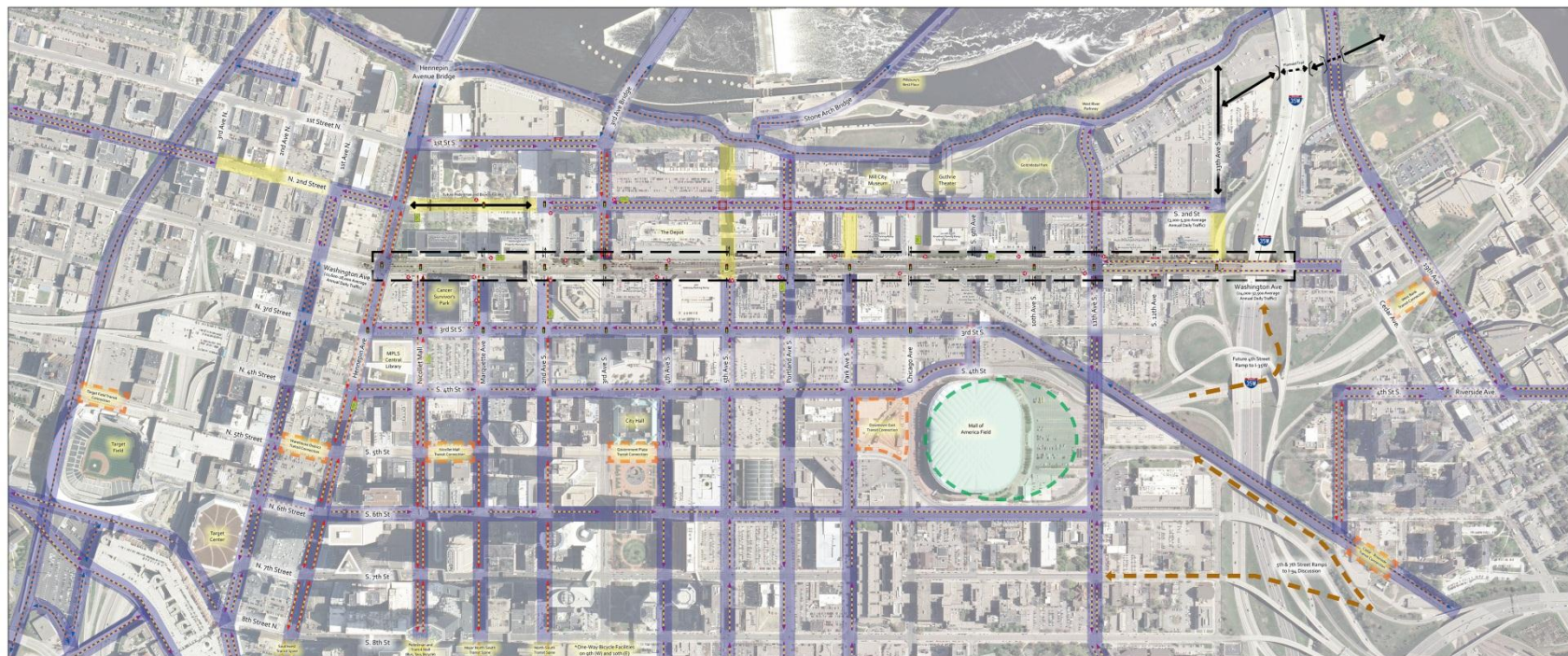


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## A DESIGN CONCEPT FOR WASHINGTON AVENUE

Area-Wide Plan

### R.O.W. Information:

- 110' : Hennepin to 5th
- 110' : 9th to 10th
- 120' : Portland to 30W
- Varies (110'-120') : 5th to Portland

### Legend

- Dedicated Bicycle Lane
- Shared Bicycle Facility
- Separated Bicycle Facility
- Existing Bicycle Network
- Planned and Proposed Bicycle Facility
- Gap in Bicycle Network
- Future Vikings Stadium
- Major Transit Connection
- Proposed Light Rail and Light Rail Connections
- Major Transit Connection
- Light Rail Station
- Bus Stop
- Traffic Signal
- Stop Sign
- Point of Interest

May 03, 2013

# WASHINGTON AVENUE

Hennepin Avenue to I-35W



## Public Engagement

- Round 1 (November – December 2012)
  - Charrette, 30 attendees
  - Public meeting, 120 attendees
  - Survey, 1,090 responses
- Round 2 (May 2013)
  - Charrette, 22 attendees
  - Public meeting, 130 attendees
  - Survey, 480 responses
- 30+ stakeholder meetings held or attended



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# WASHINGTON AVENUE

Hennepin Avenue to I-35W



## Guiding Design Principles

- Green Corridor (Trees and Landscape Materials)
- Balance all Modes of Transportation
  - Improved Pedestrian Environment
  - Desire for Bicycle Facilities
  - Transit Considerations
  - Vehicle Traffic
- Improved Connections - Downtown to Riverfront
- Themes - History, Urban/Contemporary, River & Green, Arts/Entertainment



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## Washington Avenue Block Typologies

Block typologies in the Washington Avenue corridor were defined to describe the adjacent context so that appropriate street design elements could be incorporated into the cross section (within the right of way) and to establish design guidelines for the corridor. The four block typologies and the street design elements that are needed to support them are listed below.

**A**

Customer oriented blocks contain retail and restaurant uses and have accessible building frontages requiring an activated pedestrian realm.



**B**

Redevelopment parcels have the potential to become active customer oriented uses (A) and the street should be designed to encourage future redevelopment with the same design elements listed above.



**C**

Auto-oriented parcels have multiple driveways and/or surface parking lots. These parcels rely on auto access and offer limited pedestrian access from the street to the parcel.



**D**

Established uses are not dependent on nor oriented towards pedestrian access. They are often large institutional uses or office buildings that have pedestrian access oriented away from Washington Avenue.



## A DESIGN CONCEPT FOR WASHINGTON AVENUE

Block Typologies and Street Design Element/Applications

### Washington Avenue Street Design Elements

Through a process of public input and engineering analysis various street design elements have been identified as appropriate for the Washington Avenue corridor including:

1. **Pedestrians**  
Pedestrian zones serve the adjacent context by providing appropriate sidewalk widths as well as opportunities for landscape and streetscape amenities along Washington Avenue.
2. **Crossings & Connections**  
Crossings and connections provide non-motorized travel across Washington Avenue between downtown and the riverfront.
3. **Parking**  
On-street parking provides convenient access to adjacent uses, encourages sidewalk activity and creates a buffer between pedestrians and passing traffic.
4. **Bicycles**  
Bicycle accommodations provide continuous bicycle movement through the corridor and connections to alternative bicycle routes.
5. **Vehicles & Lanes**  
Travel lanes, turn lanes and signal improvements optimize capacity for motorized vehicles including autos, trucks and buses.

The priorities for incorporating these street design elements along Washington Avenue have been established based on public input, functional needs and to support the adjacent context adjacent.

#### R.O.W. Information:

- 110' : Hennepin to 9th
- 110' : 9th to 10th
- 120' : Portland to 35W
- Varies (110'-120') : 9th to Portland

#### Legend

Design Concept Lines



### Segment 1

#### Street Design Elements - Applications

1. **Pedestrians**: Adequate sidewalk width for passing pedestrians; Opportunity for improved pedestrian experience.
2. **Crossings & Connections**: Emphasis on downtown connections; Hennepin Ave/Gateway Park connection to the river (primary).
3. **Parking**: May not include parking due to traffic requirements and adjacent land use activities.
4. **Bicycles**: May not be included or may be shared facilities due to traffic requirements.
5. **Vehicles & Lanes**: Improved vehicular facilities to maximize efficiency during peak traffic conditions.

### Segment 2

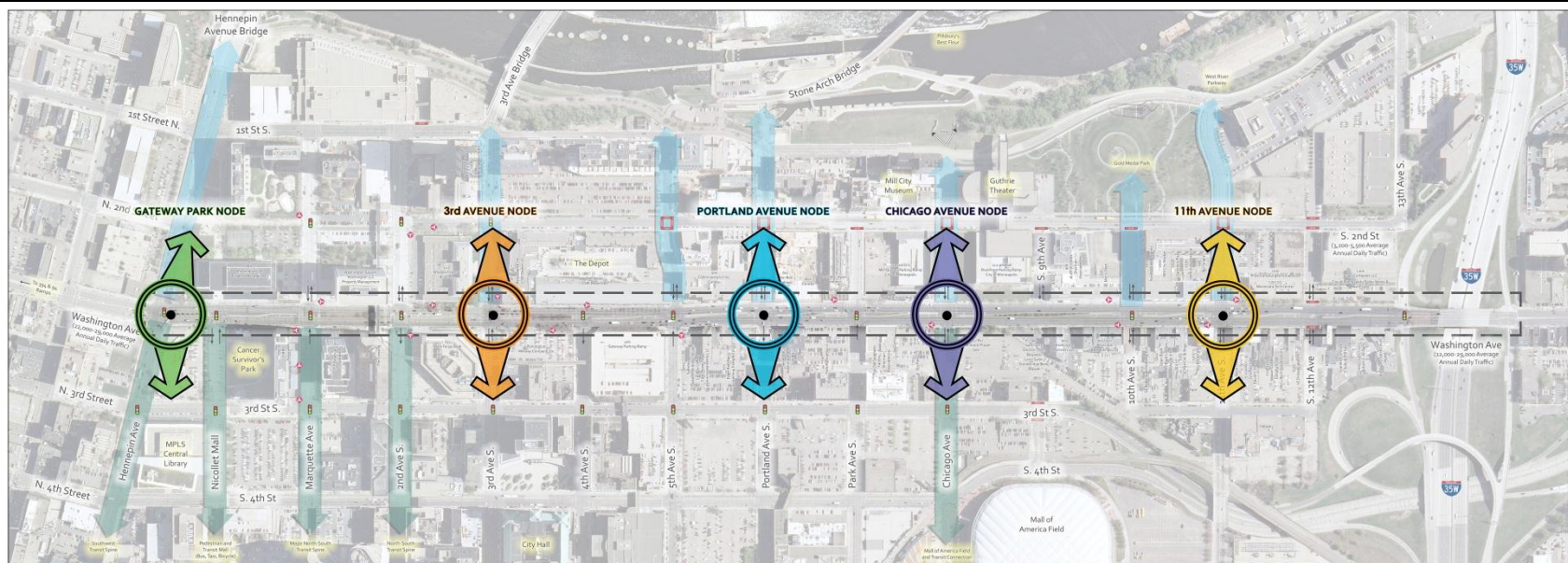
#### Street Design Elements - Applications

1. **Pedestrians**: Wider sidewalks; Additional space for outdoor seating, cafe tables, enhanced facilities.
2. **Crossings & Connections**: Enhanced connections to the river with emphasis on connections to riverfront attractions, Mall of America Field, and associated transit stations; Multiple crossings and connections: Portland and Chicago (primary).
3. **Parking**: Parking for convenient customer access and buffering passing traffic.
4. **Bicycles**: Integrated bicycle facilities; Provide access to Washington Avenue/bike network environment and activity destinations.
5. **Vehicles & Lanes**: Adequate vehicular facilities to support the customer oriented blocks and peak traffic conditions.

### Segment 3

#### Street Design Elements - Applications

1. **Pedestrians**: Adequate sidewalk width for passing pedestrians; Opportunity for improved pedestrian experience.
2. **Crossings & Connections**: Limited opportunities; 11th Ave (primary) during peak hours.
3. **Parking**: Limited parking to improve vehicular transport, especially during peak hours.
4. **Bicycles**: Integrated bicycle facilities to connect to 35 bridge crossing to live/work segment and to future I-35 underpass.
5. **Vehicles & Lanes**: Adequate vehicular facilities to maximize efficiency during peak traffic conditions (assuming 4th St. ramp).

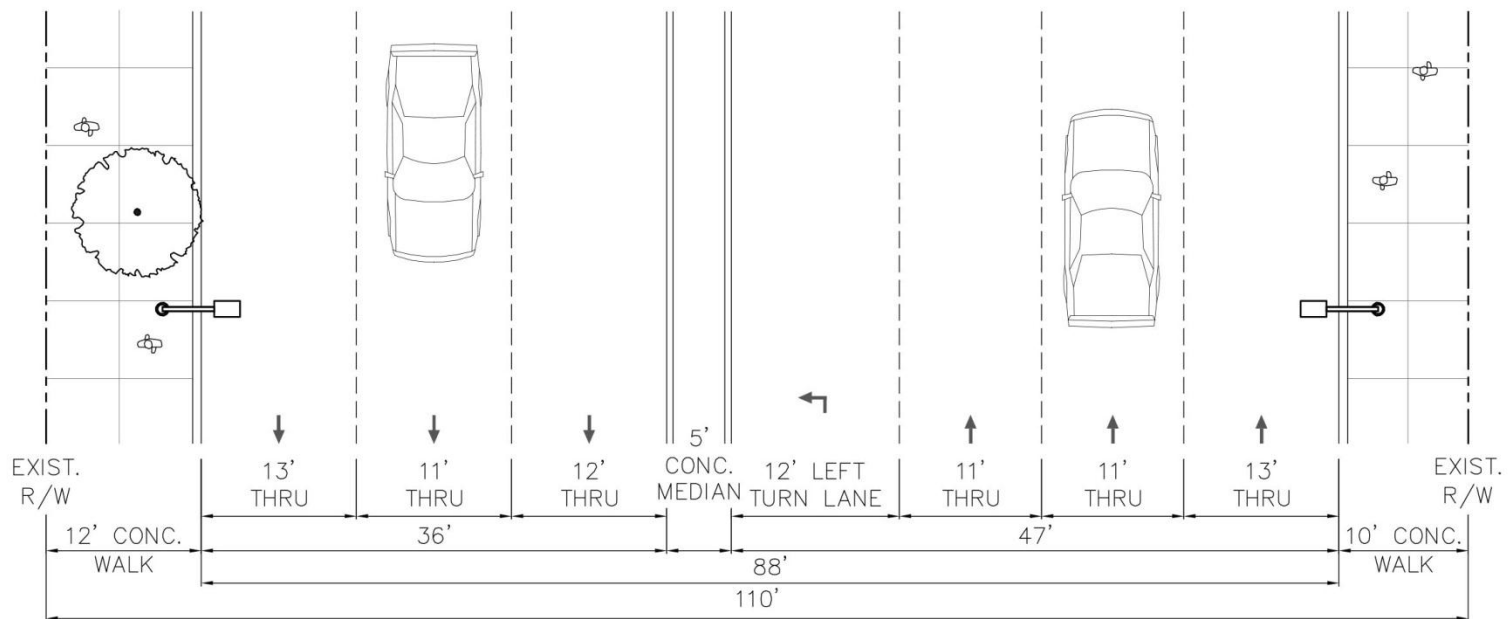


# A DESIGN CONCEPT FOR WASHINGTON AVENUE

Connectivity / Nodes

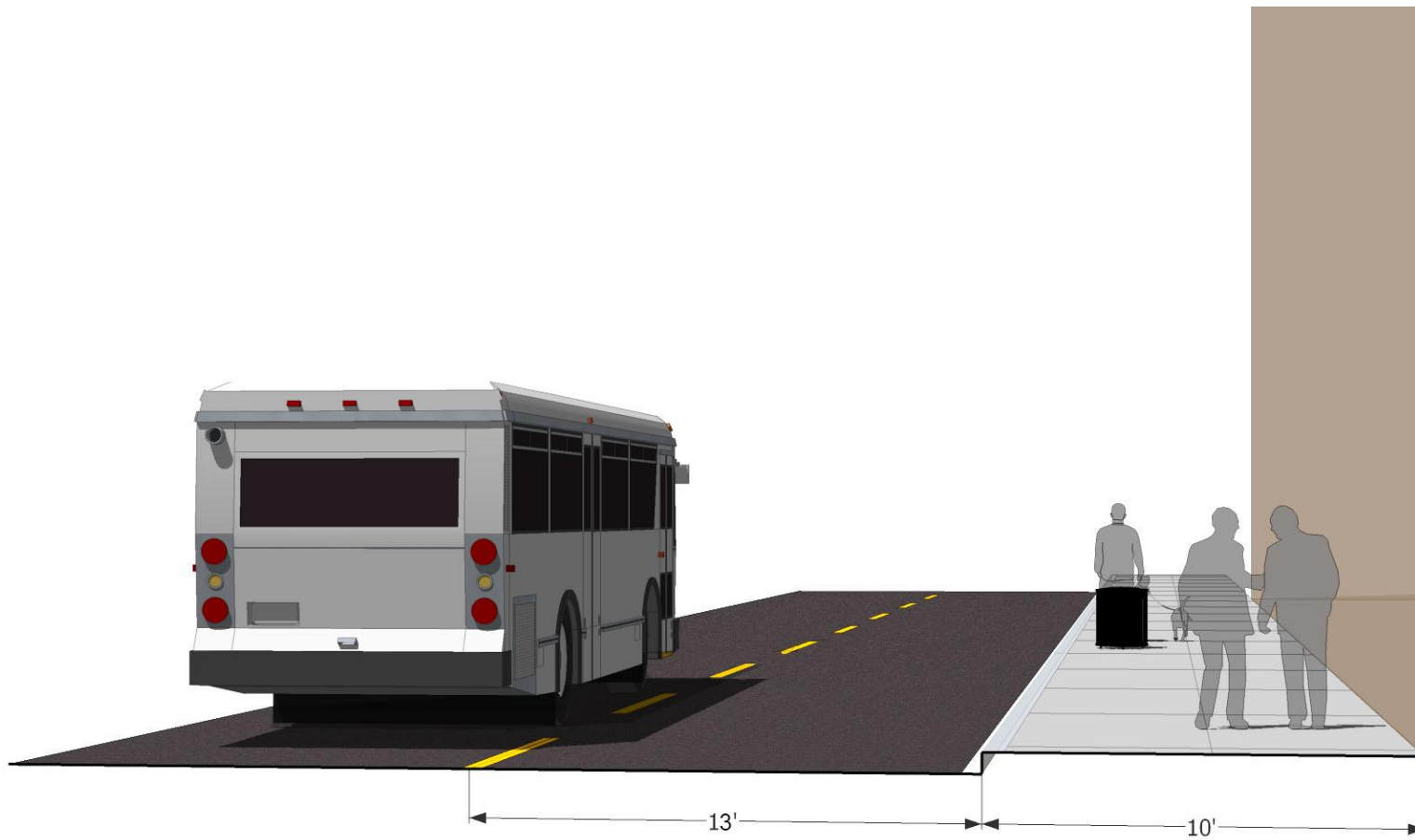
- R.O.W. Information:**
- 110' : Hennepin to 9th
  - 116' : 9th to 10th
  - 120' : Portland to 35W
  - Varies (110'-120') : 5th to Portland

- Legend**
- Bridge Concept Link
  - River Connection
  - Downstream Transit Connection
  - Bus Stop
  - Traffic Signal
  - Stop Sign
  - Point of Interest



110' Right of Way:  
Existing Condition





110' Right of Way:  
Existing Sidewalk Condition

# WASHINGTON AVENUE

Hennepin Avenue to I-35W



## Preliminary Layout Approval

### Hennepin Avenue to 5<sup>th</sup> Avenue South

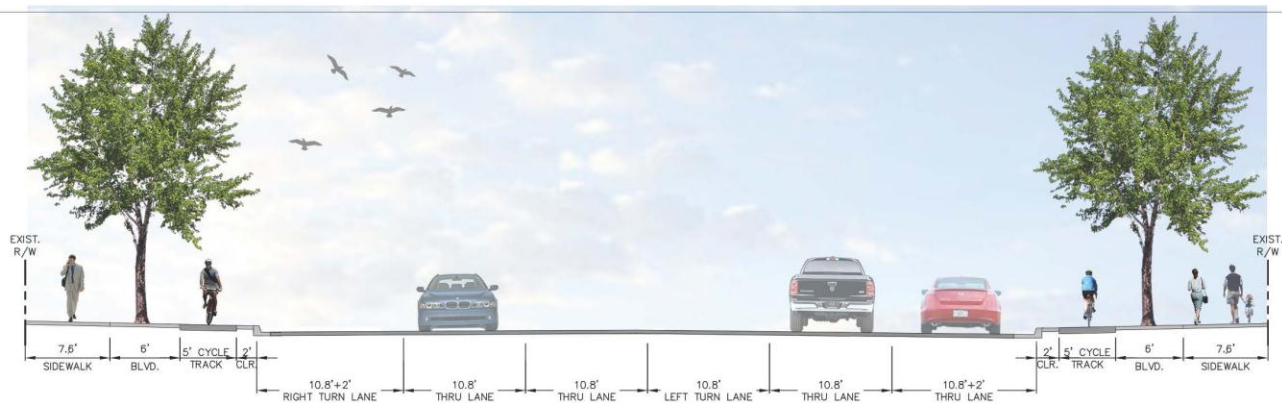


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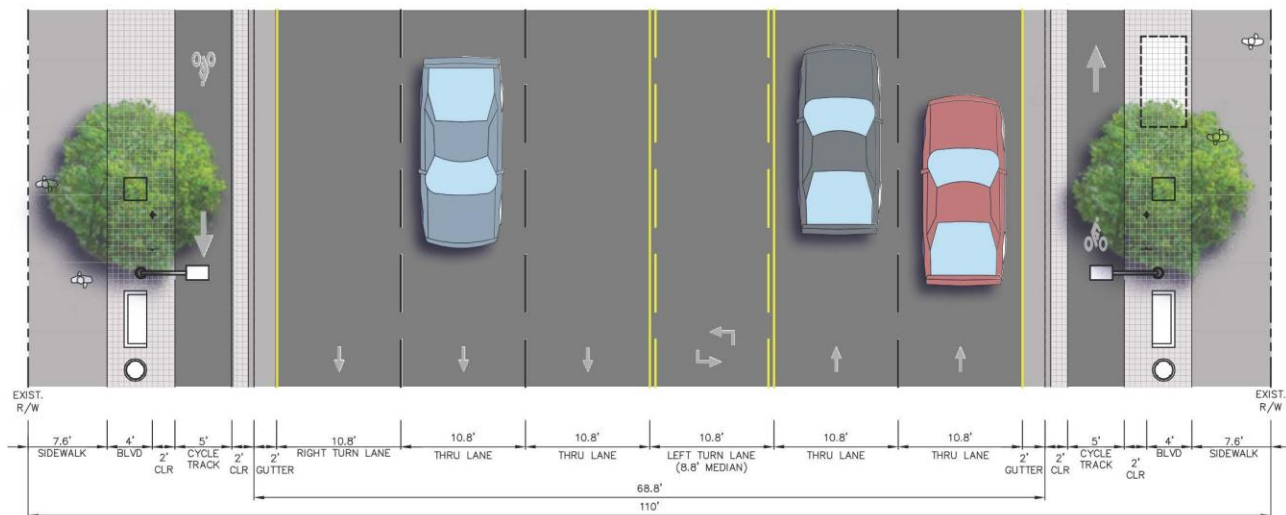
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VIEW LOOKING EAST  
(110' ROW)

PROPOSED LAYOUT PLAN



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A DESIGN CONCEPT FOR WASHINGTON AVENUE  
HENNEPIN AVENUE TO 5TH AVENUE  
TYPICAL SECTION  
CYCLE TRACK AT BACK OF CURB  
MINNEAPOLIS T & PW COMMITTEE MEETING 2/11/14

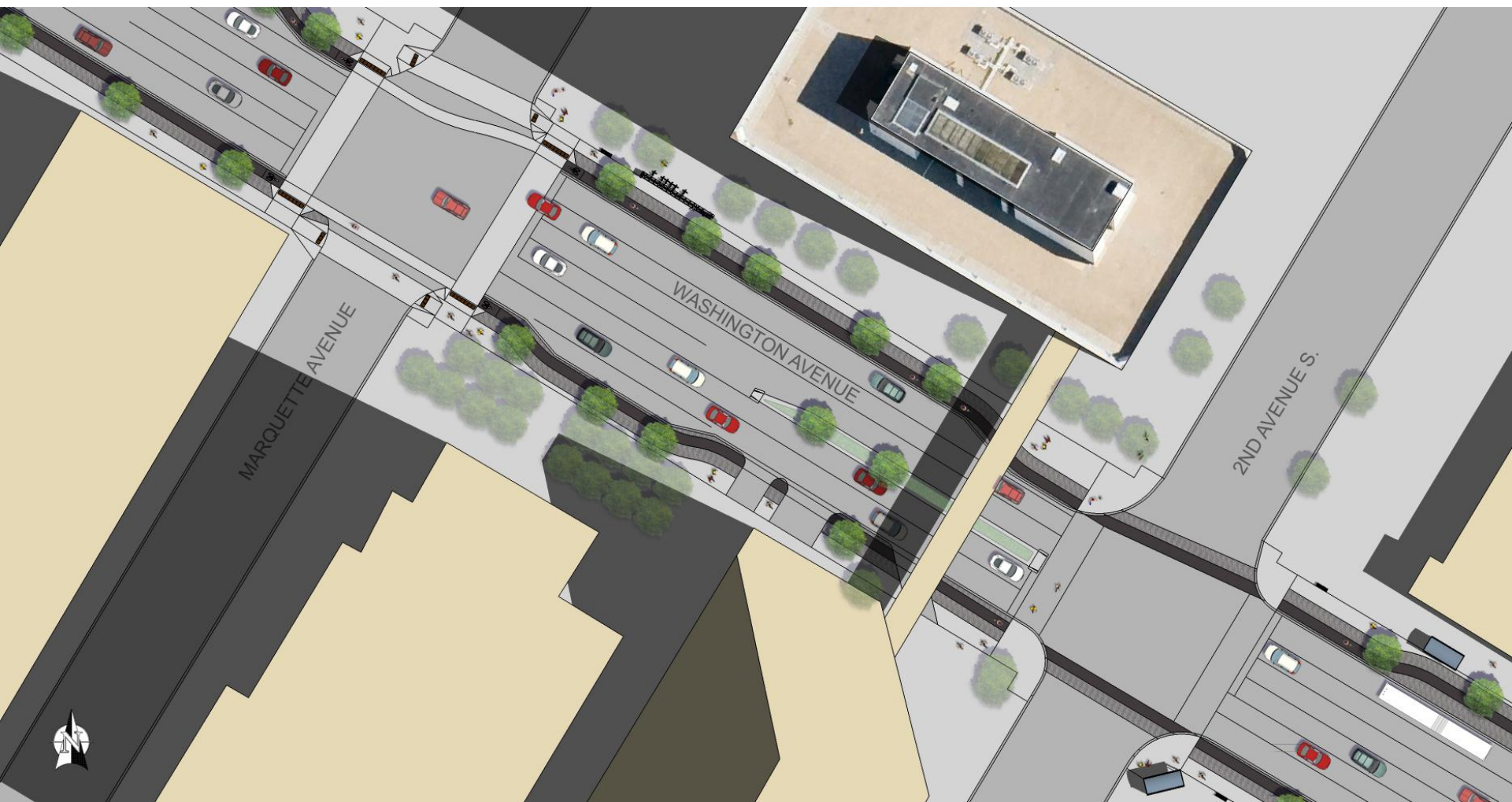


110' Right of Way:  
Cycle Track at Back of Curb





VIEW AT MARQUETTE AVENUE LOOKING EAST



# WASHINGTON AVENUE

Hennepin Avenue to I-35W



## Schedule - Hennepin Ave to 5<sup>th</sup> Ave S

T & PW Committee

Final Design

City/County Coop. Agreement

Assessment Hearing

Reviews/Approvals/Bidding

Advance Utility Relocations

Construction

February 11, 2014

Feb. 2014 - Sept. 2014

Fall 2014

Fall 2014

Nov. 2014 - March 2015

Fall 2014

2015



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# WASHINGTON AVENUE

Hennepin Avenue to I-35W



## Concept Plan Approval

### 5<sup>th</sup> Avenue South to I-35W



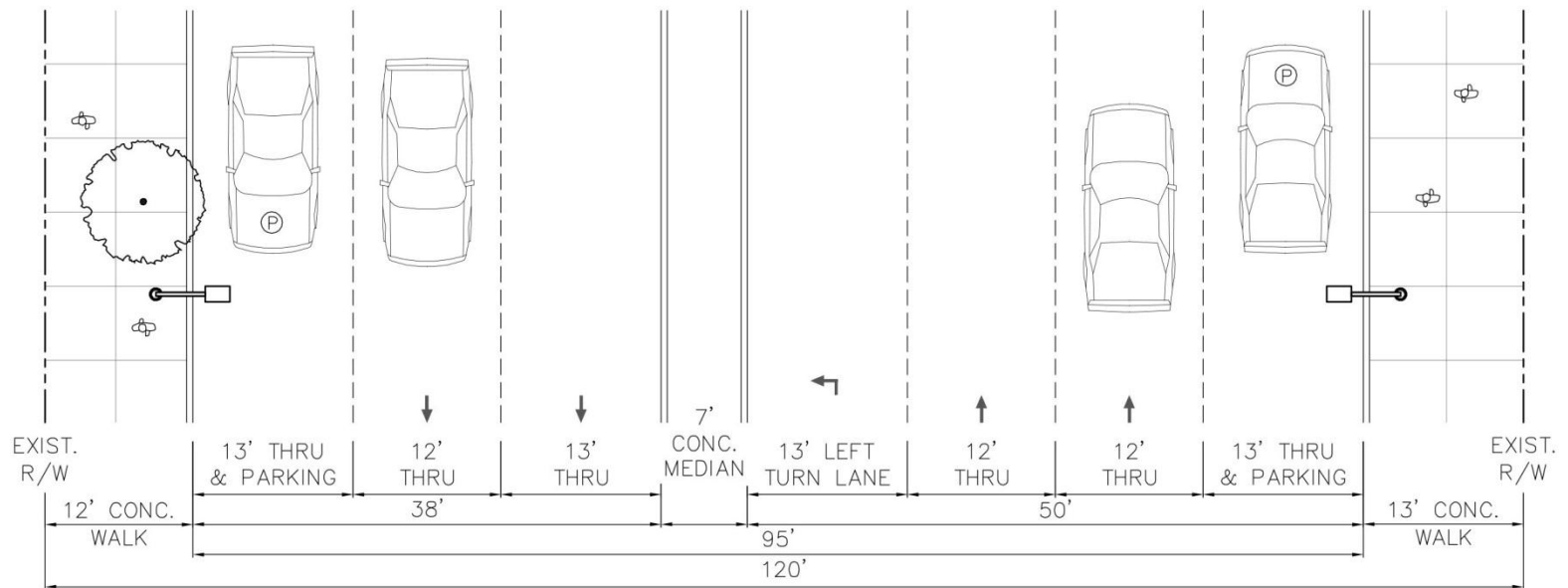
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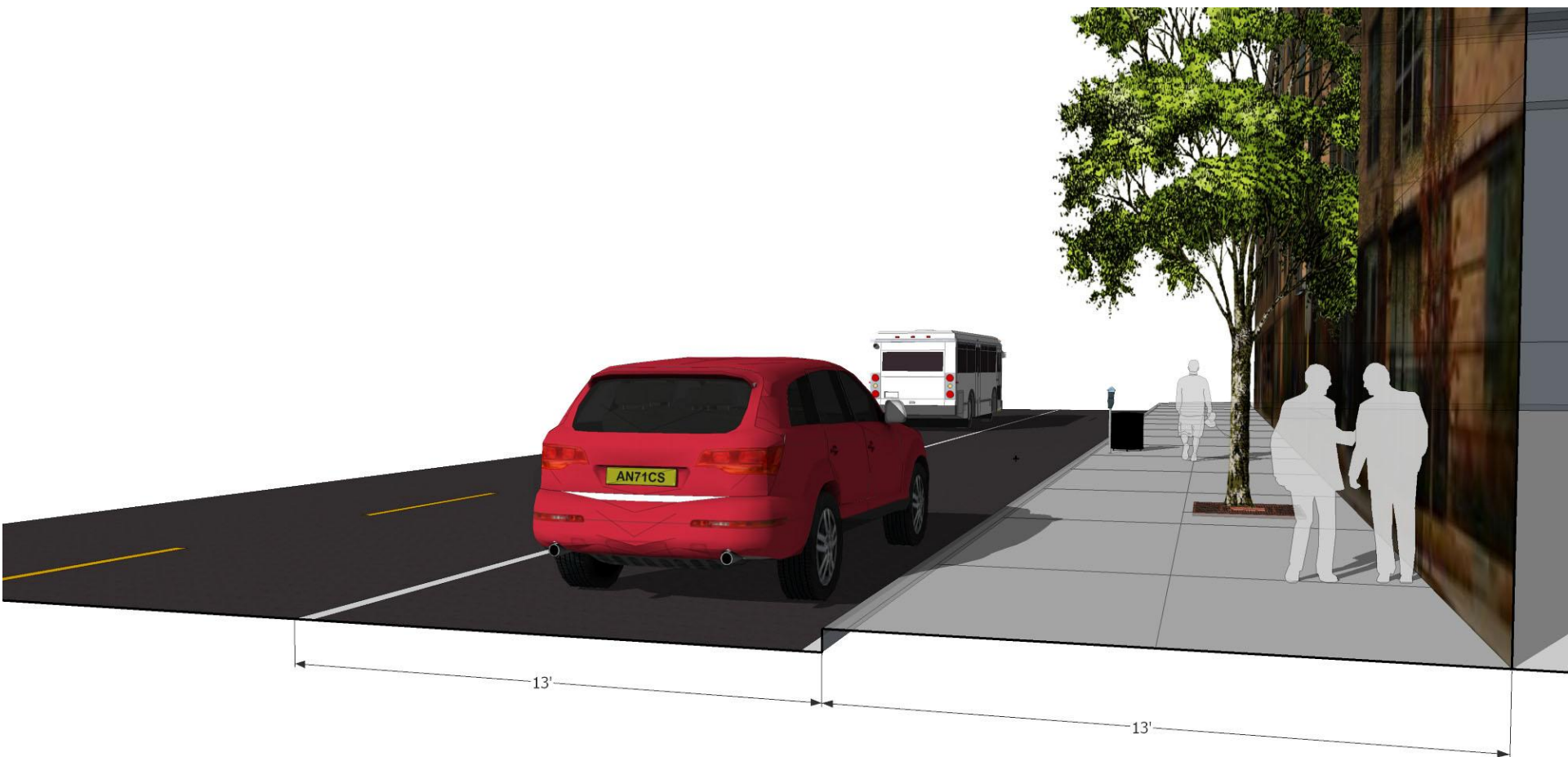
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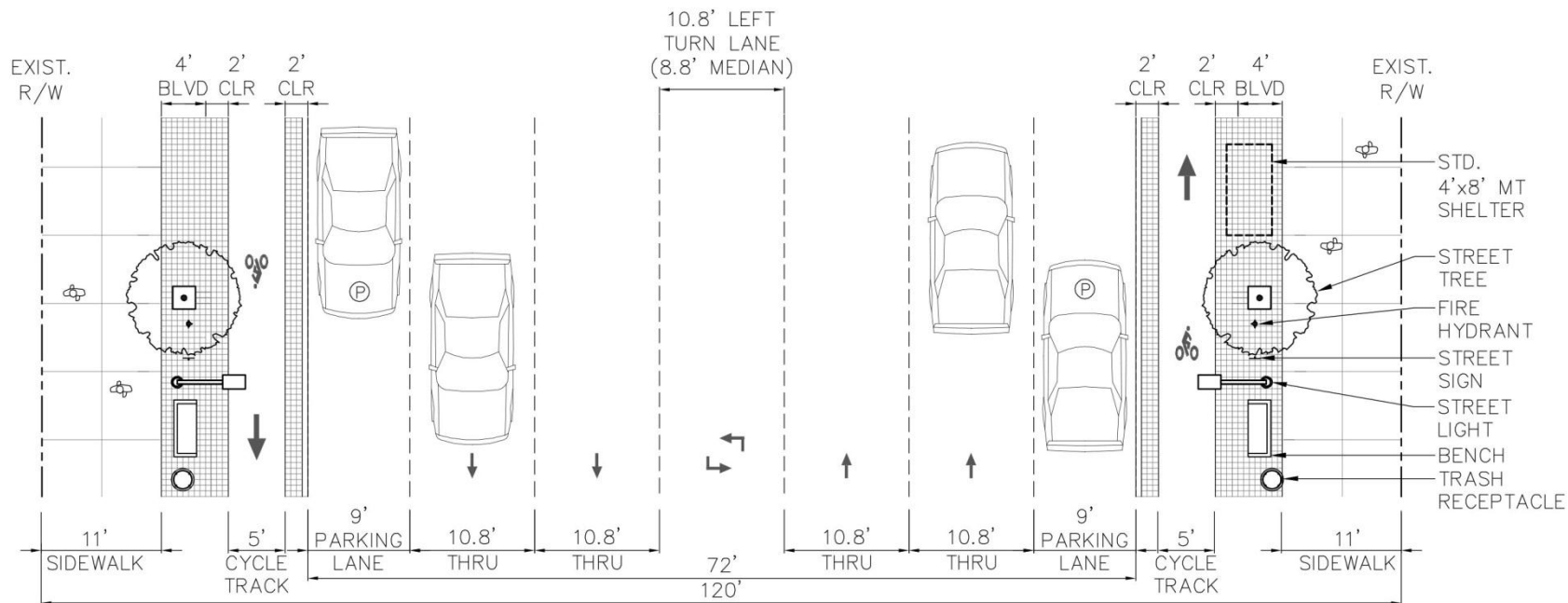




## 120' Right of Way: Existing Condition



120' Right of Way:  
Existing Sidewalk Condition



## 120' Right of Way: Cycle Track at Back of Curb



120' Right of Way:  
Cycle Track at Back of Curb



# WASHINGTON AVENUE

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# Questions?



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